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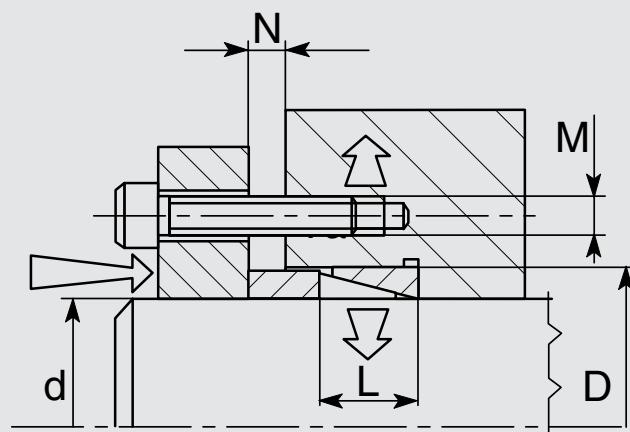
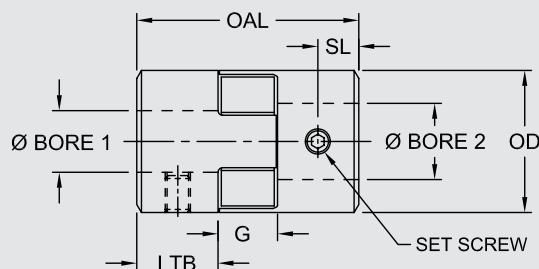
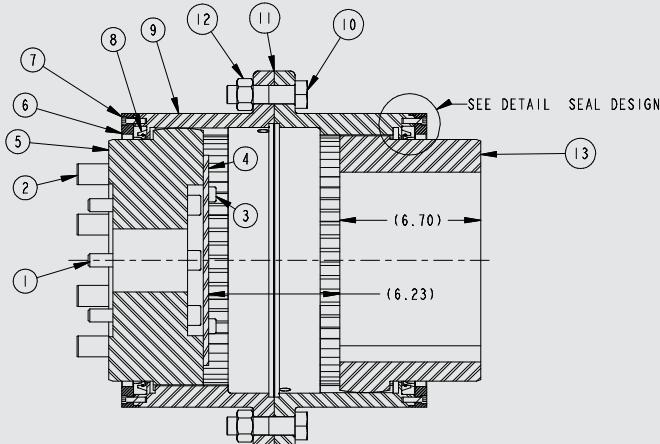
Lovejoy®

Couplings

Engineering Data

In This Section:

- Misalignment Fundamentals
- U.S. Inch Clearance / Interference Fit Standards
- Keyway Recommendations
- Lovejoy, Inc Metric Clearance / Interference Fit Standards
- IEC Motor and Nema Motor Frame Standards





Engineering Data

! Safety Warning

When using Lovejoy products, you must follow these instructions and take the following precautions. Failure to do so may cause the power transmission product to break and parts to be thrown with sufficient force to cause severe injury or death.

Refer to this Lovejoy Catalog for proper selection, sizing, horsepower, torque range, and speed range of power transmission products, including elastomeric elements for couplings. Follow the installation instructions included with the product, and in the individual product catalogs for proper installation of power transmission products. Do not exceed catalog ratings.

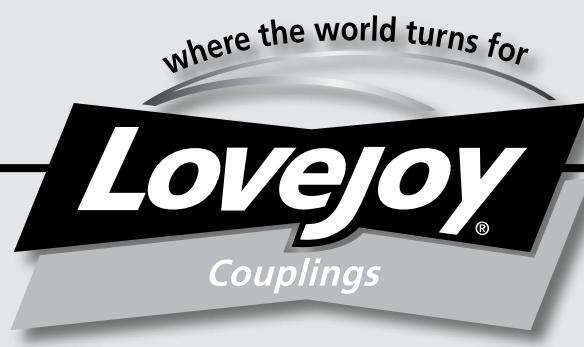
During start up and operation of power transmission product, avoid sudden shock loads. Coupling assembly should operate quietly and smoothly. If coupling assembly vibrates or makes beating sound, shut down immediately, and recheck alignment. Shortly after initial operation and periodically thereafter, where applicable, inspect coupling assembly for: alignment, wear of elastomeric element, bolt torques, and flexing elements for signs of fatigue. Do not operate coupling assembly if alignment is improper, or where applicable, if elastomeric element is damaged, or worn to less than 75% of its original thickness.

For variable speed drives, variable speed pulley rim speeds must never exceed 10,500 feet per minute. Companion pulley speeds beyond the ratings contained in this catalog are not recommended. For Fixed Center Drives, do not start until a torque arm bracket is installed. Failure to install torque arm bracket will cause torque arm to rotate rapidly and may cause severe injury from moving parts. Do not attempt to disassemble spring loaded pulley because parts may be thrown with sufficient force to cause injury or death.

Do not use any of these power transmission products for elevators, man lifts, or other devices that carry people. If the power transmission product fails, the lift device could fall resulting in severe injury or death.

For all power transmission products, you must install suitable guards in accordance with OSHA and American Society of Mechanical Engineers Standards. Do not start power transmission product before suitable guards are in place. Failure to properly guard these products may result in severe injury or death from personnel contacting moving parts or from parts being thrown from assembly in the event the power transmission product fails.

If you have any questions, contact the Lovejoy Engineering Department at 1-630-852-0500.



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A Brief Tutorial on Misalignment

The function of a coupling is to connect driving and driven equipment. In addition, a coupling serves to protect costly equipment from the effects of misalignment, shock loads, vibration and shaft end float. Of these factors, the most common is misalignment and end float (also known as axial misalignment).

Misalignment is a condition created by two shafts whose axes are not in the same straight line. There are three forms of misalignment: parallel, angular, or the combination of the two. End float is the relative motion of two shaft ends.

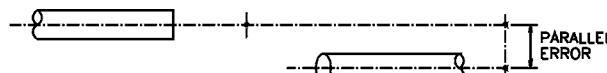
Parallel misalignment occurs when the axes of the connected shafts are parallel, but not in the same straight line (figure 1).

Angular misalignment occurs when the axes of the shafts intersect at the center point of the coupling (figure 2). End float occurs when one shaft moves along its axis relative to the other shaft. (figure 3)

Misalignment can result from a combination of manufacturing tolerances, poor installation practices, thermal growth or shrinkage, foundation movement, and/or component wear. The combination of angular and parallel misalignment within a system may be more detrimental to the coupling and equipment than either of the individual misalignment (figure 4). Axial misalignment - result of either thrust loads, reaction loads, or heat generated movement - compounds the problem. Not understanding the amount of misalignment that the coupling must handle or installing a coupling where it exceeds a maximum rated misalignment can result in premature coupling failure and/or significant equipment damage.

Misalignment and Coupling Failure

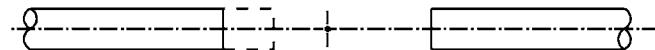
The life expectancy of a coupling is affected by the degree of misalignment. The larger the misalignment, the shorter the life of the coupling as shown in figure 5. Misalignment may cause heat generation, fatigue, and an increase in wear in bearings of the drive and driven components.



Parallel Misalignment
Figure 1



Angular Misalignment
Figure 2



Axial Misalignment
Figure 3



Composite Radial Misalignment
Figure 4



Life Versus Misalignment
Figure 5



WARNING

You must refer to page ED-2 (Page 450) for Important Safety Instructions and Precautions for the selection and use of these products. Failure to follow the instructions and precautions can result in severe injury or death.

When Misalignment Can Not be Measured

When it is not possible to measure the misalignment of a system, or in designing a new system, the following method can be used to estimate angular, parallel and combined misalignment. Each type of misalignment is first calculated and then the results are combined.

To calculate the maximum angular misalignment, the distance (L) and angle (α) must be known or estimated (see example below). First, calculate the angular misalignment noting the critical plane or midpoint of the shaft ends. Second, using the maximum parallel misalignment, be sure to consider both horizontal and vertical directions (figure 3). Maximum parallel misalignment occurs when the shafts are diagonally opposed. Third, combine the results.

Worked example

Calculate the worst possible composite alignment misalignment when:

$$\alpha_1 \text{ max} = \pm 0.4^\circ$$

$$\alpha_2 \text{ max} = \pm 0.4^\circ$$

$$L \text{ max} = 3 \text{ in}$$

$$L \text{ max} = 75 \text{ mm (LH and RH shafts)}$$

$$P_1 \text{ max} = 0.008 \text{ in}$$

$$P_1 \text{ max} = 0.2 \text{ mm}$$

$$P_2 \text{ max} = 0.008 \text{ in}$$

$$P_2 \text{ max} = 0.2 \text{ mm}$$

$$\begin{aligned} 1. \text{ Worst possible angular misalignment (figure 1)} &= \alpha_1 + \alpha_2 \\ &= 0.4^\circ + 0.4^\circ \\ &= 0.8^\circ \end{aligned}$$

$$2. \text{ Maximum radial misalignment (figure 2)} = R_1 + R_2$$

Since α_1 and α_2 are equal, $R_1 = R_2$

$$\begin{aligned} \text{Calculate for } 2(R_1) &= 2(\tan \alpha_1 \times L) \\ &= 2(\tan \alpha_1 \times 75) \\ &= 2(\tan 0.4 \times 3) \\ &= 2(0.007 \times 3) \\ &= 1.05 \text{ mm} \\ &= 0.042 \text{ in} \end{aligned}$$

$$\begin{aligned} 3. \text{ Maximum parallel misalignment } P_3 \text{ (figure 3)} &= \sqrt{P_1^2 + P_2^2} \\ &= \sqrt{0.008^2 + 0.008^2} \\ &= \sqrt{0.2^2 + 0.2^2} \\ &= 0.28 \text{ mm} \end{aligned}$$

$$\begin{aligned} 4. \text{ Worst possible misalignment (figure 4)} R_C &= R_1 + R_2 + P_3 \\ &= 0.042 + 0.0113 \\ &= 1.05 + 0.28 \\ &= 1.33 \text{ mm} \end{aligned}$$

Note: ■ Relatively minor angular misalignments can produce disproportionate radial misalignments. In this example, they account for approximately 80% of the worst possible composite misalignment.

Summary

$$\text{Worst possible angular misalignment} = \alpha_1 + \alpha_2 \text{ (figure 1)}$$

$$\text{Maximum radial misalignment} = R_1 + R_2 \text{ (figure 2)}$$

$$\text{Maximum parallel misalignment} = \sqrt{(P_1^2 + P_2^2)} \text{ (figure 3)}$$

$$\text{Worst possible composite radial misalignment} = R_C = R_1 + R_2 + P_3 \text{ (figure 4)}$$

Figures 1 through 4 represent that $\alpha_1 = \alpha_2$ and $P_1 = P_2$, and that L is the same for LH and RH shafts.

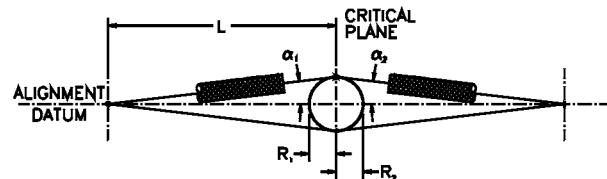


Figure 1

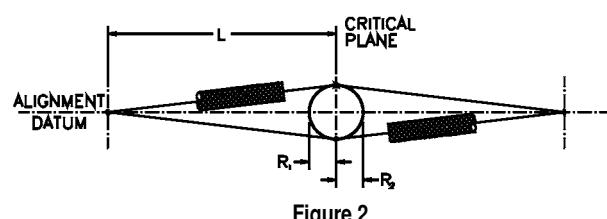


Figure 2

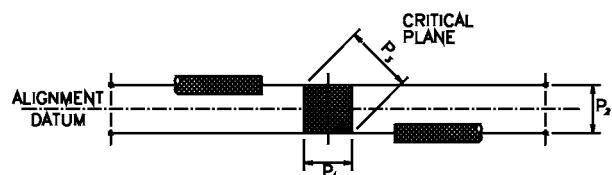


Figure 3

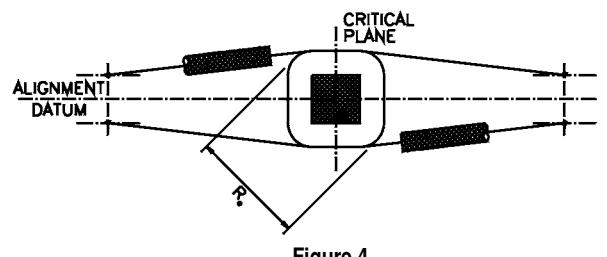


Figure 4

Formulas and Equations

Horsepower

One HP is the rate of work required to raise 33,000 pounds one foot in one minute.

$$HP = \frac{\text{Force} \times \text{FPM}}{33,000}$$

$$HP = \frac{\text{Torque (in pound-inches)} \times \text{RPM}}{63,025}$$

$$HP = \frac{\text{Torque (in pound-feet)} \times \text{RPM}}{5,252}$$

FPM = Feet per minute

RPM = Revolutions per minute

Horsepower per Hundred RPM

When the HP is given and the RPM, N, is known, HP/C is:

$$HP/C = \frac{HP \times 100}{N}$$

Once HP/C is known, HP @ N RPM is found by $HP = HP/C \times N$

Kilowatts

One KW is the rate of work required to raise 11,163 kg 0.305 meter in one minute.

Torque

The twisting or turning effort around a shaft tending to cause rotation. Torque is determined by multiplying the applied force by the distance from the point where force is applied to the shaft center.

Conversions

$$KW \times 1.341 = HP$$

$$HP \times 0.7457 = KW$$

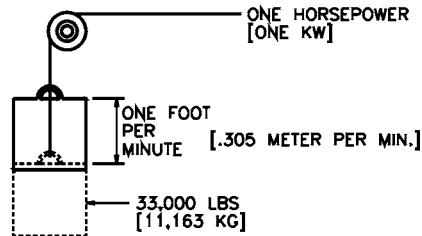
$$Nm \times 0.737562 = ft-lb$$

$$Nm \times 8.85 = in-lb$$

$$ft-lb \times 1.356 = Nm$$

$$in-lb \times 0.113 = Nm$$

$$HP \times 550 = ft-lb/sec$$



Example:

15 HP @ 1750 RPM is:

$$HP/C = \frac{15 \times 100}{1750} = .85 \text{ HP per 100 RPM (HP/C)}$$

Using .85 HP/C, the HP rating @ 800 RPM is:

$$\frac{.85}{100} \times 800 = .85 \times 8 = 6.8 \text{ HP}$$

$$KW = \frac{Nm \times RPM}{9,550}$$

$$TQ = F (\text{force}) \times R (\text{radius})$$

Inch example:

20 HP at 100 RPM = 12,605 pound-inches Torque

$$\text{Torque (in-lb)} = \frac{63,025 \times HP}{RPM}$$

= Force x Lever Arm (in inches)

$$\text{Torque (ft-lb)} = \frac{5,252 \times HP}{RPM}$$

= Force x Lever Arm (in feet)

Force = Working load in pounds

Lever Arm = Distance from the force to the center of rotation in inches or feet.

Metric example:

10 KW at 100 RPM = 955 Nm:

$$\text{Torque (Nm)} = \frac{KW \times 9,550}{RPM}$$

Force = Working load in Newtons

Lever Arm = Distance from the Force to the center of rotation in millimeters.

Formulas and Equations

Overhung Loads

An overhung load is a bending force imposed on a shaft due to the torque transmitted by V-drives, chain drives and other power transmission devices, other than flexible couplings.

Most motor and reducer manufacturers list the maximum values allowable for overhung loads. These values should be compared with the load actually imposed by the connected drive.

Weights of the drive components are usually negligible. The formulas are based on the assumption that the load is applied at a point equal to one shaft diameter from the bearing face. Factor F, shown at right, depends on the type of drive used.

Inch example:

Find the overhung load imposed on a reducer by a double chain drive transmitting 7 HP @ 30 RPM. The pitch diameter of the sprocket is 10 in; service factor is 1.3.

Solution:

$$O.H.L = \frac{(63,025)(7 \times 1.3)(1.25)}{(30)(5)} = 4,779.4 \text{ lbs}$$

Metric example:

Find the overhung load imposed on a reducer by a double chain drive transmitting 10 KW @ 30 RPM. The pitch diameter of the sprocket is 254 mm; service factor is 1.3.

Solution:

$$O.H.L = \frac{(376)(10 \times 1.3)(1.25)}{(30)(1.27)} = 160 \text{ N}$$

F =	1.00 for single chain drives 1.10 for timing belt drives 1.25 for spur or helical gear or double chain drives 1.50 for V-belt drives 2.50 for flat belt drives
-----	--

$$O.H.L = \frac{63,025 \times HP \times F}{N \times R}$$

HP	= Transmitted HP x service factor
N	= RPM of shaft
R	= Radius of sprocket, pulley, etc.
F	= Factor

$$O.H.L = \frac{376 \times KW \times F}{N \times R}$$

KW	= Transmitted KW x service factor
N	= RPM of shaft
R	= Radius of sprocket, pulley, etc. (mm)
F	= Factor



Engineering Data

Formulas / Equations

Overview

Formulas and Equations

Horsepower / Speed / Torque Relationships

HP	Speed (RPM)	Torque
Constant —	Increases ↑	Decreases ↓
Constant —	Decreases ↓	Increases ↑
Increases ↑	Constant —	Increases ↑
Decreases ↓	Constant —	Decreases ↓
Increases ↑	Increases ↑	Constant —
Decreases ↓	Decreases ↓	Constant —

Electrical Formulas

To Find	Alternating Current		To Find	Alternating or Direct Current
	Single Phase	Three Phase		
Amperes when horsepower is known	$\frac{HP \times 746}{E \times \text{Eff} \times \text{pf}}$	$\frac{HP \times 746}{1.73 \times E \times \text{Eff} \times \text{pf}}$	Amperes when voltage and resistance are known	$\frac{E}{R}$
Amperes when kilowatts are known	$\frac{KW \times 1,000}{E \times \text{pf}}$	$\frac{KW \times 1,000}{1.73 \times E \times \text{pf}}$	Voltage when resistance and current are known	$I R$
Amperes when Kva are known	$\frac{Kva \times 1,000}{E}$	$\frac{Kva \times 1,000}{1.73 \times E}$	Resistance when voltage and current are known	$\frac{E}{I}$
Kilowatts	$\frac{I \times E \times \text{pf}}{1,000}$	$\frac{1.73 \times I \times E \times \text{pf}}{1,000}$	General Information (Approximation) <i>(All values at 100% load)</i>	
Kva	$\frac{I \times E}{1,000}$	$\frac{1.73 \times I \times E}{1,000}$	At 1,800 RPM, a motor develops 36 in-lb per HP At 1,200 RPM, a motor develops 54 in-lb per HP At 575 volts, a three-phase motor draws 1 amp per HP At 460 volts, a three-phase motor draws 1.25 amp per HP At 230 volts, a three-phase motor draws 2.5 amp per HP At 230 volts, a single-phase motor draws 5 amp per HP At 115 volts, a single-phase motor draws 10 amp per HP	
Horsepower = (Output)	$\frac{I \times E \times \text{Eff} \times \text{pf}}{746}$	$\frac{1.73 \times I \times E \times \text{Eff} \times \text{pf}}{746}$	Temperature conversion $\text{Deg C} = (\text{Deg. F} - 32) \times 5/9$ $\text{Deg F} = (\text{Deg. C} \times 9/5) + 32$	

I = Amperes; E = Volts; Eff = Efficiency; pf = power factor; Kva = Kilovolt amperes;
KW = Kilowatts; R = Ohms

Motor Amps @ Full Load¹

HP	Alt Current		DC	HP	Alt Current		DC	HP	Alt Current		DC	HP	Alt Current		DC
	Single-Phase	Three-Phase			Single-Phase	Three-Phase			Single-Phase	Three-Phase			Single-Phase	Three-Phase	
1/2	4.9	2.0	2.7	5	28	14.4	20	25	—	60	92	75	—	180	268
1	8.0	3.4	4.8	7-1/2	40	21.0	29	30	—	75	110	100	—	240	355
1-1/2	10.0	4.8	6.6	10	50	26.0	38	40	—	100	146	125	—	300	443
2	12.0	6.2	8.5	15	—	38.0	56	50	—	120	180	150	—	360	534
3	17.0	8.6	12.5	20	—	50.0	74	60	—	150	215	200	—	480	712

Notes: ■ 1 indicates: Values are for all speeds and frequencies @ 230 volts.

■ Amperage other than 230 volts can be figured:

$$V = \frac{230 \times \text{Amp from Table}}{\text{New Voltage}}$$

Example:

$$\text{For } 60 \text{ HP, three-phase @ 550 volts: } \frac{(230 \times 150)}{550} = 62 \text{ amps}$$

Power factor estimated @ 80 percent for most motors. Efficiency is usually 80 to 90 percent.



Engineering Data

Sleeve and Flexible Element Chemical Resistance Chart

Sleeve and Flexible Element Chemical Resistance Chart

Legend: A = Fluid has little or no effect; B = Fluid has minor to moderate effect; C = Fluid has severe effect; - = No data available.

Resistance to:	NBR ("SOX")	Urethane	Hytrell®	EPDM	Neoprene
Acetone	C	C	B	A	B
Ammonia Anhydrous	-	-	-	A	A
Ammonium Hydroxide Solutions	C	C	A	A	A (158°F)
ASTM oil No. 1	A	A	A	C	A
ASTM oil No. 3	A	B	A	C	B-C (158°F)
ASTM reference fuel A	A	A	A	C	B
ASTM reference fuel B	A	B	A	C	C
ASTM reference fuel C	B	C	B	C	C
Benzene	C	C	B	C	C
Butane	A	A	A	C	A
Carbon Tetrachloride	C	C	C	C	C
Chlorobenzene	C	C	C	C	C
Chloroform	C	C	C	C	C
Chromic Acid 10-50%	C	C	-	C	C
Dowtherm A or E solvent	-	-	-	C	C
Ethyl Alcohol	C	C	A	A	A (158°F)
Ethylene Glyco	A	B	A	A	A (158°F)
Fuel Oil	A	C	-	C	A
Gasoline	A	B	A	C	B
Glycerine	A	C	A	A	A
Hydraulic Oils (Petroleum Based)	A	A	A	C	A-B
Hydrochloric Acid, 37% (cold)	C	C	C	A	A-B
Hydrogen Peroxide, 90%	C	-	-	C	C
Isopropyl Alcohol	B	C	A	A	A-B
Kerosene	A	B	A	C	B-C
Lacquer Solvents (MEK)	C	C	C	C	C
Lubricating Oils	B	-	A	C	B
Methyl Alcohol	C	C	A	A	A
Mineral Oil	A	A	A	C	B
Naphtha	C	C	A	C	C
Nitric Acid, 10%	C	C	B	B	B
Nitrobenzene	C	C	C	C	C
Phenol	C	C	B	C	C
Phosphoric Acid, 20%	C	A	-	A	B
Phosphate Esters	-	-	A	C	C
Pickling Solution (20% Nitric Acid, 4% HP)	C	C	C	C	C
Soap Solutions	A	A	A	A	A (158°F)
Sodium Hydroxide, 20%	B	B	A	A	B
Stearic Acid	B	A	A	B	B (158°F)
Sulfuric Acid, up to 50%	C	C	A	B	A-B (158°F)
Sulfuric Acid, 50% to 80%	C	C	C	B	B-C
Tannic Acid, 10%	A	-	A	A	A-B
Toluene	C	C	A	C	C
Trichloroethylene	C	C	B	C	C
Turpentine	A	C	-	C	C
Water	A	-	B (158°F)	A (158°F)	A (212°F)
Xylene	C	C	B	C	C

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Engineering Data

U.S. Customary Inch / Clearance-fit and Interference-fit Bore and Keyway Standards

U.S. Customary Inch - Clearance-fit and Interference-fit Bore and Keyway Standards

Bore and Keyway dimensions comply with ANSI/AGMA 9002-B04 Standard.

Nominal Bore Diameter	Interference Bore			Keyway		"T"-DIM +0.015/-0.000
	-0.003/ -0.005	Min	Max	Width +0.004/-0.000	Height (ref)	
7-1/8	7.1250	7.1200	7.1220	1.7500	0.7500	7.771
7-1/4	7.2500	7.2450	7.2470	1.7500	0.7500	7.898
7-3/8	7.3750	7.3700	7.3720	1.7500	0.7500	8.025
7-1/2	7.5000	7.4950	7.4970	1.7500	0.7500	8.151
7-5/8	7.6250	7.6200	7.6220	2.0000	0.7500	8.247
7-3/4	7.7500	7.7450	7.7470	2.0000	0.7500	8.374
7-7/8	7.8750	7.8700	7.8720	2.0000	0.7500	8.501
8	8.0000	7.9950	7.9970	2.0000	0.7500	8.628
<hr/>						
Nominal Bore Diameter	Interference Bore			Keyway		"T"-DIM +0.015/-0.000
	-0.0035/ -0.0055	Min	Max	Width +0.004/-0.000	Height (ref)	
8-1/8	8.1250	8.1195	8.1215	2.0000	0.7500	8.755
8-1/4	8.2500	8.2445	8.2465	2.0000	0.7500	8.882
8-3/8	8.3750	8.3695	8.3715	2.0000	0.7500	9.009
8-1/2	8.5000	8.4945	8.4965	2.0000	0.7500	9.136
8-5/8	8.6250	8.6195	8.6215	2.0000	0.7500	9.262
8-3/4	8.7500	8.7445	8.7465	2.0000	0.7500	9.389
8-7/8	8.8750	8.8695	8.8715	2.0000	0.7500	9.516
9	9.0000	8.9945	8.9965	2.0000	0.7500	9.642
<hr/>						
Nominal Bore Diameter	Interference Bore			Keyway		"T"-DIM +0.015/-0.000
	-0.004/ -0.006	Min	Max	Width +0.004/-0.000	Height (ref)	
9-1/8	9.1250	9.1190	9.1210	2.5000	0.8750	9.830
9-1/4	9.2500	9.2440	9.2460	2.5000	0.8750	9.958
9-3/8	9.3750	9.3690	9.3710	2.5000	0.8750	10.085
9-1/2	9.5000	9.4940	9.4960	2.5000	0.8750	10.213
9-5/8	9.6250	9.6190	9.6210	2.5000	0.8750	10.340
9-3/4	9.7500	9.7440	9.7460	2.5000	0.8750	10.467
9-7/8	9.8750	9.8690	9.8710	2.5000	0.8750	10.594
10	10.0000	9.9940	9.9960	2.5000	0.8750	10.721
<hr/>						
Nominal Bore Diameter	Interference Bore			Keyway		"T"-DIM +0.015/-0.000
	-0.0045/ -0.0065	Min	Max	Width +0.004/-0.000	Height (ref)	
10-1/8	10.1250	10.1185	10.1205	2.5000	0.8750	10.848
10-1/4	10.2500	10.2435	10.2455	2.5000	0.8750	10.975
10-3/8	10.3750	10.3685	10.3705	2.5000	0.8750	11.102
10-1/2	10.5000	10.4935	10.4955	2.5000	0.8750	11.229
10-5/8	10.6250	10.6185	10.6205	2.5000	0.8750	11.356
10-3/4	10.7500	10.7435	10.7455	2.5000	0.8750	11.483
10-7/8	10.8750	10.8685	10.8705	2.5000	0.8750	11.609
11	11.0000	10.9935	10.9955	2.5000	0.8750	11.736

Note: ■ No standard for clearance fit above 6-1/2 inches; please contact Lovejoy Technical Support.



Engineering Data

Inch / Metric One Key Recommended Keys

Recommended Keys for Bores with One Key - Inch Series

Per ANSI/AGMA 9002-B04 Standard.

Shaft Diameter		Key	Key	Key	Key
Over	To (incl)	Square	Square	Rectangular	Rectangular
0.313	0.438	.0937 x .0937	3/32 x 3/32	—	—
0.438	0.562	.1250 x .1250	1/8 x 1/8	.125 x .0937	1/8 x 3/32
0.562	0.875	.1875 x .1875	3/16 x 3/16	.1875 x .125	3/16 x 1/8
0.875	1.250	.2500 x .2500	1/4 x 1/4	.250 x .1875	1/4 x 3/16
1.250	1.375	.3125 x .3125	5/16 x 5/16	.3125 x .2500	5/16 x 1/4
1.375	1.750	.3750 x .3750	3/8 x 3/8	.3750 x .2500	3/8 x 1/4
1.750	2.250	.5000 x .5000	1/2 x 1/2	.5000 x .3750	1/2 x 3/8
2.250	2.750	.6250 x .6250	5/8 x 5/8	.6250 x .4375	5/8 x 7/16
2.750	3.250	.7500 x .7500	3/4 x 3/4	.7500 x .5000	3/4 x 1/2
3.250	3.750	.8750 x .8750	7/8 x 7/8	.8750 x .6250	7/8 x 5/5
3.750	4.500	1.0000 x 1.0000	1 x 1	1.0000 x .7500	1 x 3/4
4.500	5.500	1.2500 x 1.2500	1-1/4 x 1-1/4	1.2500 x .8750	1-1/4 x 7/8
5.500	6.500	1.5000 x 1.5000	1-1/2 x 1-1/2	1.5000 x 1.0000	1-1/2 x 1
6.500	7.500	1.7500 x 1.7500	1-3/4 x 1-3/4	1.7500 x 1.5000	1-3/4 x 1-1/2
7.500	9.000	2.0000 x 2.0000	2 x 2	2.0000 x 1.5000	2 x 1-1/2
9.000	11.000	2.5000 x 2.5000	2-1/2 x 2-1/2	2.5000 x 1.7500	2-1/2 x 1-3/4
11.000	13.000	3.0000 x 3.0000	3 x 3	3.0000 x 2.0000	3 x 2
13.000	15.000	3.5000 x 3.5000	3-1/2 x 3-1/2	3.5000 x 2.5000	3-1/2 x 2-1/2
15.000	18.000	—	—	4.0000 x 3.0000	4 x 3

Note: ■ Rectangular keys preferred for bore sizes above 6½ inches.

Recommended Keys for Bores with One Key - Metric Series (mm)

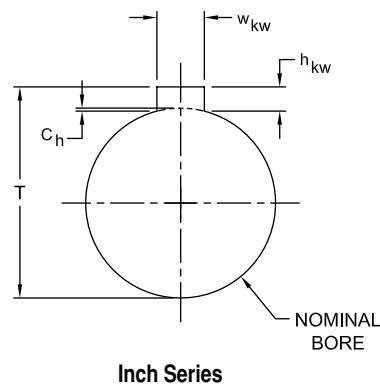
Per ANSI/AGMA 9112-A04 and ISO R773 Standards.

Shaft Diameter		Key
Over	To (incl)	Width x Height
6	8	2 x 2
8	10	3 x 3
10	12	4 x 4
12	17	5 x 5
17	22	6 x 6
22	30	8 x 7
30	38	10 x 8
38	44	12 x 8
44	50	14 x 9
50	58	16 x 10
58	65	18 x 11
65	75	20 x 12
75	85	22 x 14

Shaft Diameter		Key
Over	To (incl)	Width x Height
85	95	25 x 14
95	110	28 x 16
110	130	32 x 18
130	150	36 x 20
150	170	40 x 22
170	200	45 x 25
200	230	50 x 28
230	260	56 x 32
260	290	63 x 32
290	330	70 x 36
330	380	80 x 40
380	440	90 x 45
440	500	100 x 50

Inch Series: hub keyway depth is one-half the nominal height of the key and measured from the side corner. The dimension from the top of the keyway to the opposite bore side, "T-dim", is calculated from (refer to ANSI/AGMA 9002-B04) the following:

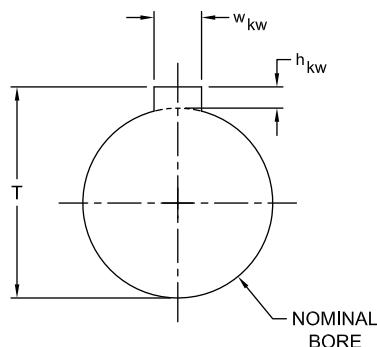
$$T = \text{bore} + (h_{kw} - C_h)$$



Inch Series

Metric Series: hub keyway depth is not one-half of the nominal height of the key. Keyway depth is calculated to the top of the bore and cannot be determined by direct measurement. The "T-dim" from the top of the keyway to the opposite bore side is calculated from (refer to ANSI/AGMA 9112-A04) the following:

$$T = \text{bore} + h_{kw}$$



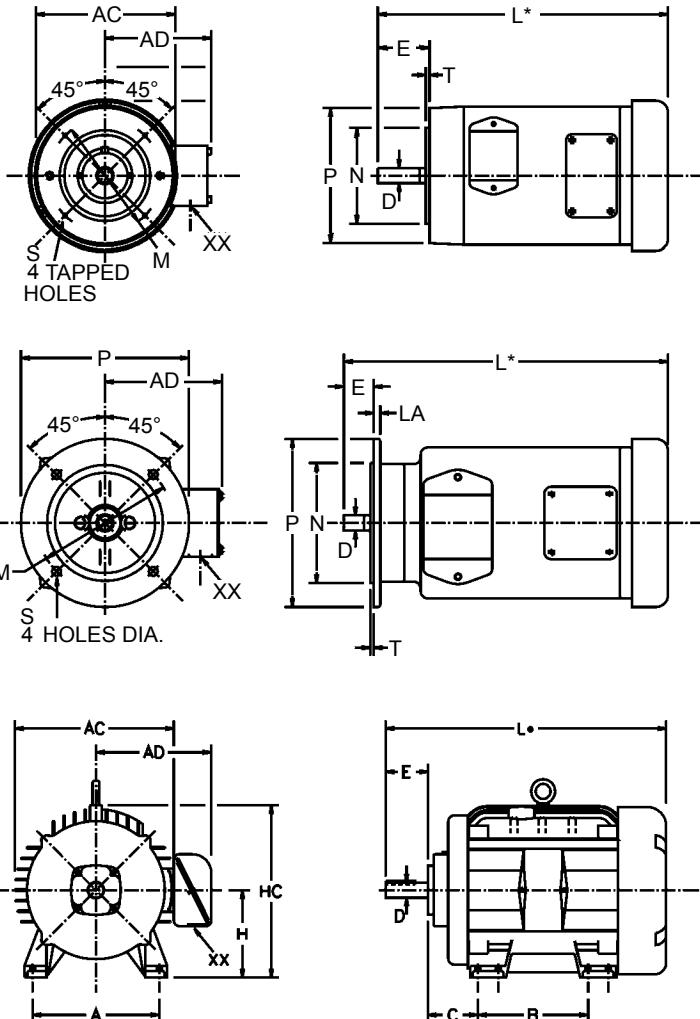
Metric Series

Recommended Bores for Metric Shafts (mm)

Per ANSI/AGMA 9112-A04; ISO/R775:1969 Standards

Nominal Shaft Diameter			Bore Diameter Tolerance		
Over	To (incl)	Tolerance	Clearance	Transitional	Interference
incl 12	18	j6	F7	H7	M6
18	30	j6	F7	H7	M6
30	50	k6	F7	H7	K6
50	80	m6	F7	H7	K7
80	100	m6	F7	H7	M7
100	120	m6	F7	H7	P7
120	180	m6	F7	H7	P7
180	200	m6	F7	H7	P7
200	225	m6	F7	H7	R7
225	250	m6	F7	H7	R7
250	280	m6	F7	H7	R7
280	315	m6	F7	H7	R7
315	355	m6	F7	H7	R7
355	400	m6	F7	H7	R8
400	450	m6	F7	H7	R8
450	500	m6	F7	H7	R8

IEC Motor Frame Drawings



Note: ■ Drawings represent standard TEFC general purpose motors.
 Dimensions are for reference only.

Key and Keyseat Dimensions

Frame	D	G	F	GD
63	11	8.5	4	4
71	14	11	5	5
80	19	15.5	6	6
90	24	20	8	7
100	28	24	8	7
112	28	24	8	7
132	38	33	10	8
160	37	42	12	8
180	48	42.5	14	9
200	55	49	16	10
225	60	53	18	11
250	65	67.5	20	12
280	80	71	22	14
315	85	76	22	14
355	85	76	22	14



Engineering Data

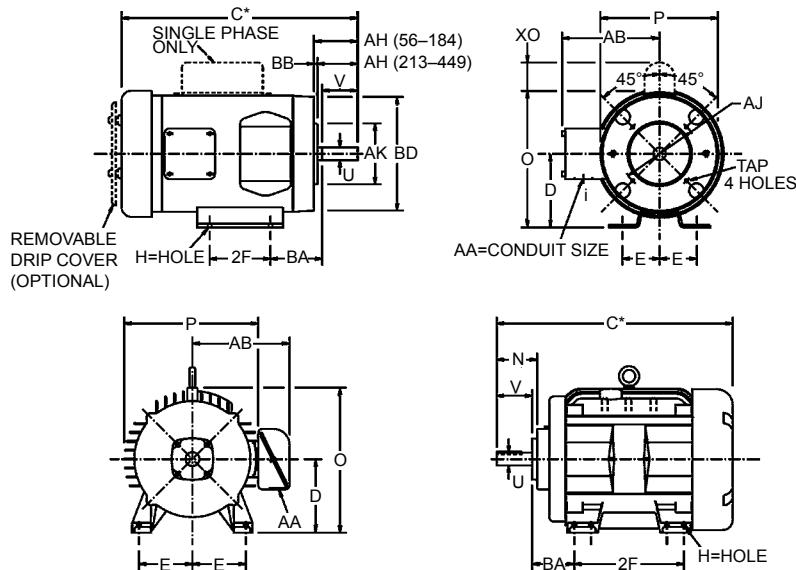
NEMA Quick Reference Chart - Inch Dimensional Data

NEMA Quick Reference Chart - Inch

NEMA Frame	D	E	2F	H	N	O	P	U	V	AA	AB	AH	AJ	AK	BA	BB	BD	XO	TAP
42	2-5/8	1-3/4	1-11/16	9/32*	1-1/2	5	4-11/16	3/8	1-1/8	3/8	4-1/32	1-5/16	3-3/4	3	2-7/16	1/8	4-5/8	1-9/16	1-4/20
48	3	2-1/8	2-3/4	11/32*	1-7/8	5-7/8	5-11/16	1/2	1-1/2	1/2	4-3/8	1-11/16	3-3/4	3	2-1/2	1/8	5-5/8	2-1/4	1-4/20
56 56H	3-1/2	2-7/16	3 5	11/32*	2-7/16 2-1/8	6-7/8	6-5/8	5/8	1-7/8	1/2	5	2-1/16	5-7/8	4-1/2	2-3/4	1/8	6-1/2	2-1/4	3/8-16
143T 145T	3-1/2	2-3/4	4 5	11/32	2-1/2	6-7/8	6-5/8	7/8	2-1/4	3/4	5-1/4	2-1/8	5-7/8	4-1/2	2-1/4	1/8	6-1/2	2-1/4	3/8-16
182 184 182T 184T	4-1/2	3-3/4	4-1/2 5-1/2 4-1/2 5-1/2	13/32	2-11/16 2-11/16 3-9/16 3-9/16	8-11/16	7-7/8	7/8 7/8 1-1/8 1-1/8	2-1/4 2-1/4 2-3/4 2-3/4	3/4	5-7/8	2-1/8 2-1/8 2-5/8 2-5/8	5-7/8 4-1/2 7-1/4 8-1/2	2-3/4	1/8 1/8 1/4 1/4	6-1/2 6-1/2 9 9	2-3/8	3/8-16 3/8-16 1/2-13 1/2-13	
213 215 213T 215T	5-1/4	4-1/4	5-1/2 7 5-1/2 7	13/32	3-1/2 3-1/2 3-7/8 3-7/8	10-1/4	9-9/16	1-3/8 1-3/8 1-3/8 1-3/8	3 3 3-3/8 3-3/8	3/4	7-3/8	2-3/4 2-3/4 3-1/8 3-1/8	8-1/2 8-1/2	3-1/2	1/4	9	2-3/4	1/2-13	
254U 256U 254T 256T	6-1/4	5	5-1/8 10 8-1/8 10	17/32	4-1/16 4-1/16 4-5/16 4-5/16	12-7/8	12-15/16	1-3/8 1-3/8 1-5/8 1-5/8	3-3/4 3-3/4 4 4	1	9-5/8	3-1/2 3-1/2 3-3/4 3-3/4	7-1/4 8-1/2	4-1/4	1/4	10	—	1/2-13	
284U 286U 284T 286T 284TS 286TS	7	5-1/2	9-1/2 11 9-1/2 11 9-1/2 11	17/32	5-7/8 5-7/8 4-7/8 4-7/8 3-3/8 3-3/8	14-5/8	14-5/8	1-5/8 1-5/8 1-7/8 1-7/8 1-5/8 1-5/8	4-7/8 4-7/8 4-5/8 4-5/8 3-1/4 3-1/4	1-1/2	13-1/8	4-5/8 4-5/8 4-3/8 4-3/8 3 3	9	10-1/2	4-3/4	1/4	11-1/4	—	1/2-13
324U 326U 324T 326T 324TS 326TS	8	6-1/4	10-1/2 12 10-1/2 12 10-1/2 12	21/32	5-7/8 5-7/8 5-1/2 5-1/2 3-15/16 3-15/16	16-1/2	16-1/2	1-7/8 1-7/8 2-1/8 2-1/8 1-7/8 1-7/8	5-5/8 5-5/8 5-1/4 5-1/4 3-3/4 3-3/4	2	14-1/8	5-3/8 5-3/8 5 5 3-1/2 3-1/2	11	12-1/2	5-1/4	1/4	13-3/8	—	5/8-11
364U 365U 364T 365T 364TS 365TS	9	7	11-1/4 12-1/4 11-1/4 12-1/4 11-1/4 12-1/4	21/32	6-3/4 6-3/4 6-1/4 6-1/4 4 4	18-1/2	18-1/4	2-1/8 2-1/8 2-3/8 2-3/8 1-7/8 1-7/8	6-3/8 6-3/8 5-7/8 5-7/8 3-3/4 3-3/4	2-1/2	15-1/16	6-1/8 6-1/8 5-5/8 5-5/8 3-1/2 3-1/2	11	12-1/2	5-7/8	1/4	13-3/8	—	5/8-11
404U 405U 404T 405T 404TS 405TS	10	8	12-1/4 13-3/4 12-1/4 13-3/4 12-1/4 13-3/4	13/16	7-3/16 7-3/16 7-5/16 7-5/16 4-1/2 4-1/2	20-5/16	1/8 20 2-7/8 2-7/8 2-1/8 2-1/8	2-3/8 2-3/8 7-1/4 7-1/4 4-1/4 4-1/4	7-1/8 7-1/8 8-1/2 8-1/2 4-1/4 4-1/4	3	18	6-7/8 6-7/8 7 7 4 4	11	12-1/2	6-5/8	1/4	13-7/8	—	5/8-11
444U 445U 444T 445T 447T 449T 444TS 445TS 447TS 449TS	11	9	14-1/2 16-1/2 14-1/2 16-1/2 20 25 14-1/2 16-1/2 20 25	13/16	8-5/8 8-5/8 8-1/2 8-1/2 8-15/16 8-15/16 5-3/16 5-3/16 4-15/16 4-15/16	22-7/8 22-7/8 22-7/8 22-7/8 22-15/16 22-15/16 22-7/8 22-7/8 22-15/16 22-15/16	22-3/8 22-3/8 22-3/8 22-3/8 22-3/8 22-3/8 22-3/8 22-3/8 22-3/8 22-3/8	2-7/8 2-7/8 3-3/8 3-3/8 22-3/8 22-3/8 2-3/8 2-3/8 4-3/4 4-3/4	8-5/8 8-5/8 8-1/2 8-1/2 8-1/2 8-1/2 4-3/4 4-3/4 4-3/4 4-3/4	3	19-9/16 19-9/16 19-9/16 19-9/16 21-11/16 21-11/16 19-9/16 19-9/16 21-11/16 21-11/16	8-3/8 8-3/8 8-1/4 8-1/4 8-1/4 8-1/4 4-1/2 4-1/2 8-1/4 8-1/4	14	16	7-1/2	1/4	16-3/4	—	5/8-11

Note: ■ * indicates: Slot.

NEMA Motor Frame Dimensions



Notes: ■ Drawings represent standard TEFC general purpose motors.
 ■ Dimensions are for reference only.

NEMA C-Face	BA Dimensions
143-5TC	2-3/4
182-4TC	3-1/2
213-5TC	4-1/4
254-6TC	4-3/4

5000 Frame	D	E	2F	H	O	P	U	V	AA	AB	BA
5007S	12-1/2	10	22	15/16	26-27/32	30	2-1/2	6-1/2	4-NPT	26-7/8	8-1/2
5007L	12-1/2	10	22	15/16	26-27/32	30	3-7/8	11-1/8	4-NPT	26-7/8	8-1/2
5009S	12-1/2	10	28	15/16	26-27/32	30	2-1/2	6-1/2	4-NPT	26-7/8	8-1/2
5009L	12-1/2	10	28	15/16	26-27/32	30	3-7/8	11-1/8	4-NPT	26-7/8	8-1/2
5011S	12-1/2	10	36	15/16	26-27/32	30	2-1/2	6-1/2	4-NPT	26-7/8	8-1/2
5011L	12-1/2	10	36	15/16	26-27/32	30	3-7/8	11-1/8	4-NPT	26-7/8	8-1/2

Frames Prior to 1963

Frame	D	E	F	N	U	V	BA
66	4-1/8	2-15/16	2-1/2	2-1/4	3/4	2-1/4	3-1/8
203 204	5	4	2-3/4 3-1/4	2-7/16	3/4	2	3-1/8
224 225	5-1/2	4-1/2	3-3/8 3-3/4	3-1/4	1	3	3-1/2
254	6-1/4	5	4-1/8	3-7/16	1-1/8	3-3/8	4-1/4
284	7	5-1/2	4-3/4	4-1/4	1-1/4	3-3/4	4-3/4
324 326	8	6-1/4	5-1/4 6	5-3/8	1-5/8	4-7/8	5-1/4
364 365	9	7	5-5/8 6-1/8	5-5/8	1-78/83	5-3/8	5-7/8
404 405	10	8	6-1/8 6-7/8	6-3/8	2-1/8	6-7/8	6-5/8
444 445	11	9	7-1/4 8-1/4	7-1/8	2-3/8	6-7/8	7-1/2
504 505	12-1/2	10	8 9	8-5/8	2-7/8	8-3/8	8-1/2



Notes
